

2 October 1964

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To: [REDACTED]

Subject: BONUS PAID FOR U-2G PROGRAM

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[REDACTED] told me you needed a memo from me stating the basis for the [REDACTED] bonus which we paid our pilot, [REDACTED] for the U-2G program.

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We were following our customary procedure of paying bonuses of this nature for high risk programs. I am sure you will agree that the following warrants the bonus paid:

1. We had to develop upper surface wing spoilers to make the airplane quit flying when it hit the carrier deck. In the process of developing these, we encountered considerable difficulty with airframe buffeting, roll-off at the stall, and horizontal tail vibration before we got the proper solution.

2. It was necessary to develop the landing gear, which could be driven into the deck with the rate of descent three to four times that which is normal for the standard U-2. It required very precise flying before we developed a technique that became successful.

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3. [REDACTED] made all the carrier development landings, bouncing in one condition and bashing in the nose of the aircraft, and flying it back to land for repairs.

4. Both the landings and takeoffs of the U-2 aboard a carrier were considerably hazardous until we learned the proper procedures. The aircraft is so lightly loaded that on several takeoffs the turbulence around the main island drew the aircraft within ten feet of the metal structure.

As I review in my mind these tests, which I personally witnessed, I have a strong feeling that the bonus paid should have been increased but, of course, we negotiate the bonuses in advance of the programs, and there is no way to tell accurately the problems that are involved. [REDACTED] did an outstanding job on the U-2G program, as well as others he has done for us.

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Sincerely,

Kelly